

high officers who, having the administrative control of the inundated regions, refuse to change old traditions and to invite help from those who know. On the south of the city for thirty miles no dry land is seen. In other directions the same is true for a hundred miles. In many parts the water on the plain finds no outlet and will remain to be slowly evaporated. Only after about three years, it is supposed, will all this country be dry land again. If we remove our point of observation beyond Paoing-fu, 150 miles west of Tientsin, there is a large inundated tract towards Hwailu where the mountains are crossed into Shanxi. Proceeding to the south-west the Grand Canal coming from the south is identical with the old Wei river for about 150 miles, entering that river at Linching. The Wei, above its confluence with the Grand Canal, flows from the mountains at the south end of Shanxi for another 150 miles, and it is the rainfall of northern Honan and of the mountains of Shanxi that has now swelled the river and the Grand Canal. There is a closed lock at the confluence at Linching which is opened occasionally to allow the grain junkies to pass on their way to Tientsin from the south. This year the water of the Wei was high enough at one time to flow over the lock into the Shantung, or southern, portion of the Canal. Not far below this point at Wucheng the bank has been forced in several places and the country inundated. In consequence the crops are ruined and the people must starve. In all there are said to be twenty-two breaks in the embankment of the Canal between Linching and Tientsin. There has been, it is said, no such inundation in this part of Shantung since 1822. The Wei river has risen eight feet and this is the chief cause of the flood which has now swept away whole villages by a sudden rush, not allowing a large part of the inhabitants time to escape. An immense number are believed to have been drowned.

The cry of distress is now heard not only from Tientsin and the ports bordering on the canal. The Yellow River in Shantung nearer the sea on the 7th and 8th of July, burst its banks a little to the north-west of Chinan, the provincial capital, in a violent storm of wind and rain. It is stated that the strength of the blast raised the water so high that they overcame all obstacles and caused the removal of 300 feet of embankment on the north side of the river. The sea is distant about 120 miles from this point. An immense body of water was thus thrown on the plain belonging to Wutungfu, the most northern prefecture of Shantung near the sea. Many districts which during the last few years have not been reached by the floods are now covered with water in this part, and the crops on them hopelessly destroyed. In bankment, which needs to be made good against the July freshet joined with heavy rain such as characterised this year, armed with the force of a violent storm. At the end of last year the river showed its power by forcing a new way for itself by a fresh route to the sea near its mouth. At that time it made a detour to the north, deserting the channel assigned to it by the officials in charge, at a point about 20 miles from the sea. This new channel was accepted by the officials, and their action was approved by the emperor. As the water broke, a hundred miles further up the stream, it will be more difficult to bring the river under control because it has become, with its outlet to the ocean recently made, more winding than before. The Mississippi engineering is based on the principle that the outlet should be straight and short. The Chinese have allowed the unconscious stream to choose its own path just as the height of the freshest, the local level, and the winds and storms of the hour compelled it. All ought to be set right by the engineers of the West applying the most approved principles in modern engineering. Certainly seems reasonable that, considering the extent of level country in that part of China, as many as possible straight outlets to the sea should be provided, each of them well banked. Then when the July freshet, the peach blossom freshest in April, and the autumn freshest in August come in force, the rising swell of water will be carried quickly past before it can do harm, to the sea, its natural home. Whatever can be done to lower the swell in the time of freshets must be done. Up the stream there must be irrigation reservoirs; near the mouth there should be straight channels to the sea. Labour is cheap and abundant in China, but it needs skilled superintendents. Such men as the English engineers who banked the mouths of the Danube, the Americans who did the same for the Mississippi, or the Dutch who keep the Rhine under control, would be likely if employed to save an immense future outlay to the government by bringing under a safe system the rivers of Chihli and Shantung.—N. C. Daily News.

TIENTSIN.

September 20th.

H.E. Hui Chü-yuen, the ex-Minister to Germany and Russia, has again been appointed to these countries for a term of three years. The present Minister—Huang—will return before the winter to take up his new duties as the Vice-President of the Board of War and Revenue, in the place of the late Marquis Tseng.

The Seventh Prince, Chü-min, his relatives, has fallen into the hands of the Russians, and is being taken to a little human milk for nourishment. Nearly all the Governors and Viceroy have sent him doctors.

The point which the river silt has now reached appears to be the Vegetable Bend, where the ships that came to the Bund this week encountered more difficulties than at any other place.

Our communications with Peking still leave something to be desired. The Customs Courier Service has not been resumed since the floods, and the mails are despatched at such long intervals, and occupy so much time on the way, that answers to letters between the two places take from nine to twelve days. The road is good above Yang-tsun and the traffic in ponies with Mongolia goes on as usual, a large mob of griffins for Shanghai having passed through here last week. Tientsin is two and a half days.

The water on the plain continues to fall steadily. The cemetery road is now dry and also the cemetery itself. The road to the Race-course is emerging daily, and with very little apparent damage to the meadows having proved a most efficient protection. The boat-house and stables have been removed as expeditiously as they were erected, and have been installed on the opposite side of the river, where boating is pursued under much more favourable conditions as to depth of water and freedom from hidden dangers.

The native benevolent societies are working energetically for the relief of distress during the approaching winter, and their methods have a very practical character. It appears that in many parts both of Shantung and Chihli provinces the people are selling their cattle, being unable to keep them alive. The prices realised are, of course, very low indeed. The health of those who eat the meat is said to have suffered from the unaccustomed indulgence in animal food, but the worst result of the destruction of the cattle is that when agricultural operations become again possible the farmers will be without the means of tilling. The native relief societies are accordingly doing all they can to avert this misfortune by buying up the cattle

with the view of keeping them until the poor people are again in a position to use them. Next to keeping the people themselves alive nothing so important as the saving of the cattle could engage the attention of the charitable.—Chinese Times.

A STORY OF SIR "GUSH" BOWEN.

HOW I BEAT THE BARINGHUP EXPRESS.

Glancing through this book of Sir George Bowen's (which, by the way, isn't his book at all), I am reminded of several events in that genial old humbug's Victorian vice-regal career which his chronicler has omitted to set down. One in particular I will not readily forget. It was my duty for several years to follow Sir George in his many pilgrimages through the Victorian county districts, and to duly and faithfully record his weighty utterances. After a while this labour became to me mere child's play, as I knew beforehand pretty well what His Excellency would say. Thus, if he addressed a community of miners, say at Sandhurst, he invariably made the dignity of labour the burden of his speech, and I, as a man for a' that, on the contrary, amongst the bucculent of Bunsen's Over Goldsmith and his "bold peasant"—in a country's pride, supplanted the bard of Scotland completely. Sir George was in great form at an agricultural show at Baringhup so long ago that I cannot remember the year. And I was there, too, of course, to "do" the show, and the Governor's bold peasant, and after it was over preparations were made for a start by special train for Maryborough, nine miles distant. Sir George was to meet the miners of Maryborough, and I, as a man for a' that, had to be in Maryborough also to do the man for a' that. On the contrary, amongst the bucculent of Bunsen's Over Goldsmith and his "bold peasant"—in a country's pride, supplanted the bard of Scotland completely. Sir George was in great form at an agricultural show at Baringhup so long ago that I cannot remember the year. And I was there, too, of course, to "do" the show, and the Governor's bold peasant, and after it was over preparations were made for a start by special train for Maryborough, nine miles distant. Sir George was to meet the miners of Maryborough, and I, as a man for a' that, had to be in Maryborough also to do the man for a' that.

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HONGKONG TRADING CO., LTD.

LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

WE have now opened out in the GENTLEMEN'S OUTFITTING DEPARTMENT, our first delivery of Goods for AUTUMN WEAR, comprising:—
SCARFS, SCARFS, SCARFS, in new shapes and patterns.
CASHMERE and MERINO HALF-HOSE, a large assortment.
SILK and SPUN SUEDE SOCKS, for evening wear.
MERINO and CASHMERE VESTS and PANTS.
NEW SHAPES in COLLARS.
The DOUGLAS, HOPETOWN, CANNES, SAN REMO, &c., &c.
A wonderfully cheap line of WHITE SHIRTS, price \$14 per dozen.
Single and Double TERRY HATS.
WHITE BUCKSKIN TENNIS SHOES.
WHITE CANVAS TENNIS SHOES.
BROWN CANVAS TENNIS SHOES.
(PLAIN-RED RUBBER SOLES).
A large assortment of WALKING STICKS.
FOOT-BALL and ROWING JERSEYS.
WHITE LAMBS WOOL SWEATERS.

HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ Co., Ltd.)

Hongkong, 4th September, 1890

MARINE HOTEL

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.
THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.
The TABLE D'HOTE will be supplied with the best market can provide.
The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.
WINES and LIQUORS of the best qualities and Brands only will be supplied.
The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890.

THEATRE ROYAL ST. JOHN OF HONGKONG.

CITY HALL, HONGKONG.

GRACIE PLAISTED'S "MY SWEET-HEART" COMPANY.

THIS EVENING, September 30th, repetition of "MY SWEETHEART."

The great London success, the Musical Comedy, in 3 Acts, "MY SWEETHEART."

Miss Gracie Plaisted as "My Sweetheart," combining in herself Youth, Beauty, Charming Voice, Humour, Dancing, and Grace.

CHARACTERS:

Tina Miss GRACIE PLAISTED
Dr. Oliver Mr. J. HARTLEY
Harold Bartlett Mr. J. WEBB
Joe Shotwell, "The Old Sport," Mr. L. L'ESTRANGE
Dudley Harcourt Mr. D. C. SMITH
Farmer Hattell Mr. C. A. WILLOUGHBY
Mrs. Hattell Miss JEWELL DRAKE
Little Peep-a-boo Miss MAY
Mrs. Fleeter Miss J. LAWRENCE
Tony Faust Mr. CHARLES HARDING

Box Plan at Messrs. KELLY & WALSH'S, CHAS. HARDING, Manager.

Hongkong, 30th September, 1890. [1365]

WANTED.

A STEWARDESS for a Sailing Ship, European or American preferred. For particulars apply to the SUPERINTENDENT SAILOR'S HOME, Hongkong, 30th September, 1890 [1369]

NOTICE TO MARINERS.

BOKHARA BUOY.

WITH reference to Notice of 24th instant, the BOKHARA BUOY has now been replaced.

R. MURRAY RUMSEY, Harbour Master, &c.
Harbour Department,
Hongkong, 30th September, 1890. [1370]

FOR MANILA, VIA AMOY, THE Spanish Steamer

"DON JUAN," will be despatched on THURSDAY, the 2nd October, at Noon. For Freight or Passage, apply to BRANDAO & Co., Agents. Hongkong, 30th September, 1890. [1371]

TO LET.

HOUSES at the Peak and at Bellios Terrace, ROOMS in No. 16, Bank Buildings, Queen's Road. GODOWNS in Duddell Street. BUNGALOW, Delmar, Yow-ma-ti. Apply to BELLIOS & Co. Hongkong, 3rd September, 1890. [1372]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. SECOND CALL.

SHAREHOLDERS are hereby notified that a SECOND CALL of (\$5) Two Dollars per Share, is payable at the Hongkong and Shanghai Banking Corporation, Hongkong, on or before 1st November, 1890. By order of the Board of Directors, CHAS. F. HARTON, Acting Secretary. Hongkong, 30th September, 1890. [1373]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "JAPAN," Captain T. S. Gardner, will be despatched for the above Ports, on MONDAY, the 6th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 30th September, 1890. [1374]

Intimations.

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To be Let.

TO LET, Possession from 1st November, 1890.

FIRST FLOOR No. 1, Blue Buildings. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 29th September, 1890. [1362]

TO LET, Two Comfortable and well furnished Bed-rooms, with or without board. Apply to Nos. 23 & 25, QUEEN'S ROAD EAST, Hongkong, 27th September, 1890. [1359]

TO LET, Immediate Possession.

TOP FLOOR of No. 17, Praya Central (above Messrs. Douglas, Lapraik & Co.'s Offices). Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 26th September, 1890. [1346]

TO LET, Street, suitable for Offices or Photographic Studio.

TOP FLOORS of No. 21 & 23, Pottinger Street, suitable for Offices or Photographic Studio. CARMICHAEL & Co., 21 & 23, Pottinger Street, Hongkong, 31st July, 1890. [1117]

TO BE LET, Just below Peak Flagstaff.

BAHAR LODGE, FURNISHED. Apply to HUGHES & EZRA, Hongkong, 17th April, 1890. [1332]

TO LET, Central.

FIRST FLOOR of HOUSE, 15, Praya Central. 2ND FLOOR of HOUSE, No. 64, Queen's Road Central. Apply to LAI HING & Co., No. 153, Queen's Road Central, Hongkong, 22nd March, 1890. [1469]

TO LET, No. 9, SEYMOUR TERRACE.

NO. 7, SEYMOUR TERRACE. NO. 4, OLD BAILEY STREET. OFFICES and CHAMBERS in Connaught House, Queen's Road Central. OFFICES in Victoria Buildings. TUSCULUM, MAGAZINE GAF. Apply to DAVID SASSOON, SONS & Co., Hongkong, 26th September, 1890. [13]

TO LET, With Immediate Possession.

GROUND FLOOR No. 7, Blue Buildings. 1ST FLOOR No. 3, Blue Buildings. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 1st July, 1890. [1358]

TO BE LET, THREE HOUSES at Wild Dell Buildings, Wanchai Road.

A BUNGALOW and HOUSE on the Upper Richmond Road. No. 1 RICHMOND TERRACE, Six Dwelling Rooms, English Kitchen, Fowl House, Conservatory, and well shaded Tennis Lawn. Apply to HENRY HUMPHREYS.

TO BE LET OR SOLD, On favourable terms, with immediate Possession.

TWO HOUSES at "Mountain View," Peak District, near Plunkett's Gap. If sold part of the Purchase money can remain on Mortgage. Apply to JOHN A. JUPP, 36, Queen's Road Central, Hongkong, 1st September, 1890. [1346]

TO LET, No. 3, MORRISON HILL.

Apply to G. C. ANDERSON, 13, Praya Central, Hongkong, 22nd April, 1890. [658]

TO LET, A HOUSE in WEST TERRACE, Immediate Entry.

Apply to G. C. ANDERSON, 13, Praya Central, Hongkong, 3rd May, 1890. [1311]

For Sale, NOW READY.

A SECOND EDITION OF THREE THOUSAND COPIES of "THE LAW OF STORMS IN THE EASTERN SEAS," (by W. Dobbert, Director of Hongkong Observatory).

THIS useful work has been re-written and greatly enlarged, and is illustrated by lithographs showing the courses of the typhoons of late years. The pamphlet is issued at One Dollar, and may

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

HOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PESHAWUR," Capt. W. A. Wheeler, with Her Majesty's Mail, will be despatched from this for LONDON via BOMBAY AND SUEZ CANAL, on THURSDAY, the 2nd October, at NOON.

Cargo will be received on board until 4 P.M. and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route to Colombo.

Tea will be sent either via Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHT AND PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 24th September, 1890.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "OCEANIC" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 9th October, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—To San Francisco, \$225.00; To San Francisco and return, 393.75; available for 6 months, 325.00; To Liverpool, 325.00; To London, 330.00; To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 16th September, 1890.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via YOKOHAMA, on TUESDAY, the 21st October, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco, \$225.00; To San Francisco and return, 393.75; available for 6 months, 325.00; To Liverpool, 325.00; To London, 330.00; To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 26th September, 1890.

Mails.

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(Subject to Alteration).

PARTHIA..... SATURDAY..... Oct. 11th.

SUSSEX..... FRIDAY..... Oct. 11th.

BATAVIA..... SATURDAY..... Nov. 14th.

ABYSSINIA..... THURSDAY..... Dec. 4th.

PARTHIA..... THURSDAY..... Dec. 25th.

BATAVIA..... SUNDAY..... Jan. 25th.

THE Steamship "PARTHIA" Captain J. Pantou, sailing at NOON, on SATURDAY, the 11th October, will proceed to VANCOUVER, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE. FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria, \$210.00.

To Port Townsend, Seattle, Tacoma, \$213.00.

To Portland, Oregon, \$220.00.

To Winnipeg, Minneapolis, St. Paul, \$250.00.

To Chicago, Kansas City, Milwaukee, \$275.00.

To St. Louis, Detroit, Cincinnati, \$290.00.

To Hamilton, Kingston, London (Ont.), \$290.00.

To New York, Montreal, \$290.00.

To Albany, Buffalo, Niagara, \$290.00.

To Baltimore, Philadelphia and Washington, \$290.00.

To Quebec, Boston, Portland (Maine), \$295.00.

To Halifax, St. John's, \$305.00.

To Liverpool, \$325.00.

To London, via Liverpool, \$330.00.

To Paris and Bremen, \$345.00.

To Havre and Hamburg, \$350.00.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for 6 months at 25 per cent. off Return Fare.

Time is reckoned from the date of landing to date of re-embarkation at Vancouver.

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European points will be issued available for 12 months at double fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 29th September, 1890.

NORDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal ports in RUSSIA.

ON SUNDAY, the 26th day of October, 1890, at 10 A.M., the Company's Steamship "NECKAR," Captain H. Supper, with MAIL, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 P.M. Specie and Parcels until 3 P.M., on 23rd September. (Parcels are not to be sent on Board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 29th September, 1890.

Consignees.

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES OF CARGO per Steamship "JAPAN" are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 4th prox. will be subject to rent. No Fire Insurance has been effected.

Consignees are also hereby informed, that all claims must be made before the departure of the steamer, otherwise they will not be entertained.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 27th September, 1890.

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES. STEAMSHIP "ABYSSINIA," FROM VANCOUVER, YOKOHAMA, AND NAGASAKI.

THE above steamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co., Agents.

Hongkong, 24th September, 1890.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Oceanic	San Francisco	October 1st	O. & O. S. S. Co.
Guthrie	Port Darwin	October 1st	Russell & Co.
Antenor	Singapore	October 2nd	Butterfield & Swire.
Norfolk	Bremen	October 4th	Melchers & Co.
Thibet	Bombay	October 11th	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Peshawur	P. & O. S. N. Co.	Oct. 2nd, at noon.
London, via Suez Canal	Petroclius	Butterfield & Swire.	Oct. 2nd, at noon.
London, via Suez Canal	Teucer	Butterfield & Swire.	Oct. 6th.
London	Hampshire	Ataholt, Karberg & Co.	About Oct. 1st.
Manille, via Saigon, &c.	Saghalien	Messageries Maritimes.	Oct. 9th, at noon.
Bremen and Ports of Call.	Neckar	Melchers & Co.	Oct. 26th, at 10 a.m.
Havre, London, &c.	Carmarthenshire	Adamson, Bell & Co.	About Oct. 3rd.
San Francisco, via Ythama	Oceanic	O. & O. S. S. Co.	Oct. 9th, at 1 p.m.
San Francisco, via Ythama	City of Rio de Janeiro	Adamson, Bell & Co.	Oct. 21st, at 1 p.m.
Vancouver, E.C., via S. &c.	Partia	Russell & Co.	Oct. 11th, at noon.
Sydney, Melbourne, &c.	Guthrie	P. & O. S. N. Co.	Oct. 6th, at 4 p.m.
Singapore, Penang, &c.	Tahara	Butterfield & Swire.	Oct. 7th, at noon.
Yokohama, via Nag., &c.	Blasgow	P. & O. S. N. Co.	About Oct. 4th.
Yokohama, Kobe, &c.	Memnon	Butterfield & Swire.	Oct. 3rd, daylight.
Yokohama, Kobe, &c.	Verona	Melchers & Co.	About Oct. 5th.
Shanghai, Kobe, &c.	Antenor	Butterfield & Swire.	About Sept. 30th.
Shanghai	General Werder	Butterfield & Swire.	To-morrow, daylight.
Shanghai	Chingwo	Melchers & Co.	Oct. 2nd, at 3 p.m.
Shanghai, via Swatow	Deucalion	Butterfield & Swire.	Oct. 2nd, at 3 p.m.
Manila, via Amoy	Soochow	Russell & Co.	To-morrow, at 4 p.m.
Swatow and Tientsin	Zafiro	Jardine, Matheson & Co.	Oct. 4th, at 3 p.m.
Swatow	Kwongsang	Douglas Lapraik & Co.	To-morrow, at noon.
Swatow	Formosa		

Intimations.

KUHN & CO.,

JAPANESE AND CHINESE FINE ART DEPOT.

21 & 23, QUEEN'S ROAD. Hongkong, 21st July, 1890.

CARBOLINEUM AVENARIUS, (REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to Ceilings, Floors, Wainscoting, Wooden Sheds, Farmers' and Gardeners' Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground.

Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks.

White ants do not touch wood painted with Carbolineum Avenarius.

Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities.

Sent in casks of about 450 lbs. net. Price 5s. 6d. per lb.

For further particulars, apply to SCHEELE & Co., Sole Agents, No. 16, Stanley Street.

Hongkong, 2nd December, 1889.

Dr. Knorr's ANTIPYRINE.

(Dose for Adults 15 to 35 grains troy.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hongkong, 20th May, 1890.

NOTICE. JAY'S SANITARY COMPOUNDS COMPANY, LIMITED.

JAY'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special terms for Shipping and Large Orders.

St. Robert RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 20th June, 1888.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

SUMMER TIME-TABLE.

To take effect from 1st May.

THE CARS RUN between St. John's Place and Victoria Gap, as follows:—

WEEK DAYS. 8 to 10 A.M. every quarter of an hour.

10 to 1 P.M. every quarter of an hour.

1 to 2 P.M. every half hour.

2 to 8 P.M. every quarter of an hour.

THURSDAYS. NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS. CHURCH TRAM at 10.40 A.M.

12 (NOON) to 2 P.M. every quarter of an hour.

4 to 8 P.M. every quarter of an hour.

9 to 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACEWEN, TRICKELL & Co., General Managers.

Hongkong, 20th April, 1890.

NOTICE.

THOMAS KERR & CO. ENGINEERS, BOILER-MAKERS AND CONTRACTORS.

YAU-MA-TI ENGINEERING WORKS, KOWLOON.

OFFICE—No. 12, D'Aguiar Street. Hongkong 25th August, 1889.

Geo. Fenwick & Co., LIMITED.

VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON AND BRASS FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.

Established 1880. Hongkong, 20th January, 1890.

PURE ICE.

IN from two to three minutes, by the Pulsonizer, Engineering Co.'s Champion Hand Ice-Making Machine.

NO FREEZING POWDERS REQUIRED. Will Ice Carafes in one minute, and make Block Ice and Ice Cream, Ice Sparkling Wines, Soda Water, Beer, &c.

The No. 1 Machine is very portable and compact—Measurements 24" by 18" by 12".

The No. 2 Machine can be seen and tried, and prices ascertained at the Office, No. 12, D'Aguiar Street.

All Machines tested by actual Ice-making before delivery.

G. RENNIE STEWART, Agent, Hongkong.

Hongkong, 28th August, 1890.

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Volkmann and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.

No. 8, Queen's Road Central.

CAPTAIN GEORGE TAYLOR, INLAND SEA AND JAPAN COAST PILOT.

Telegraphic Address: POWERS, Nagasaki.

Hongkong, 8th April, 1890.

NOTICE. HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour some of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 15th August, 1888.

W. S. MARTEN, ARTISTIC DECORATOR, AND HOUSE AND ESTATE AGENT.

2, DUDELL STREET, HONGKONG.

Hongkong, 6th April, 1890.

TO LET UNFURNISHED, From August 1st.

TWO GOOD ROOMS, with Bath Room, in the Calne Road. Rent moderate. Splendid View of the Harbour.

Apply to W. S. MARTEN, 2, Duddell Street.

Hongkong, 2nd July, 1890.

For Sale.